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## BRIEF.

On January 3rd, at the Southern Presbyterian Mission, Soochow, the wife of the Rev. P. C. Du Boer, of a son.

## MARRIAGE.

On December 31st, at Shanghai, EDWARD MORRIS RAYMOND to ETHEL HOLMES.

HONGKONG OFFICE: 104, DES VUEX ROAD CH  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 8TH, 1907.

It is almost unfair to the eloquent speech of the CHAIRMAN of the Hongkong China Association to subject it to any sort of analysis. Such speeches are perhaps not meant to stand it. The compound is delightful; the mental chemist may find its components thin. It enjoys the qualities and defects of a typical "editorial", in which the writer lays down one or two obivious, as a Highlandman is supposed to lay down a couple of swords, and shows his agility and skill by dancing over and about them without touching them. As Mr. BALLOCH hinted, Mr. MURRAY STEWART perhaps had excellent reasons for not wanting to touch them. This analogy brings us back to the point that it is perhaps unfair to the oration to dissect it. The analysis, were he also a phrasemaker, might describe it as a fine monologue full of pretty but not always trustworthy analogies. Someone has emphasised "alliteration's artful aid"; Mr. STEWART's analogistic arguments were also artful; but we fear that a severe logician would say they were no more conclusive than if they had been merely alliterative. Ripping the unfairness already admitted, we will dwell on a few of his points. We fancy we shall find examples where his own weapons might be turned against himself. Analogisms are the edged tools of logic. Harping on what

is now familiarly mentioned as the Customs Edict, the CHAIRMAN remarked that a true Chinese patriot would not have begun a scheme of reforms by tackling the Customs; he would have tackled first some other of the departments that sadly require amendment. From his point of view, which we, of course, share, that is quite right; but the Chinese would not have to seek far for pretty analogies with which to upset it. They might compare the Customs to a nest-egg. "Let us take this excellent egg," so admirably and kindly fashioned by the foreigner, they could argue, "and let us put it in the nest of our dilatory hen, so that she will more easily realize her obligation in the matter." They could also, by using Mr. STEWART's evidently favourite style of argument, recall how it is better for the "prudent hand to begin work on an article 'started' for him by the skilled journeyman than it is for him to begin operations on a block of raw material. On this same subject of the Customs Edict, the CHAIRMAN seems to have misunderstood some at least of the critics of the Association's attitude. For ourselves we never quite got rid of the feeling that too much was made of the incident. The fuss was too great seeing that it was motives, more than acts, that were protested against. The CHAIRMAN himself refers to motives; he believes that the assurances subsequent to the pother were "probably meant to be" an insult to foreigners. There, we honestly believe, the verbal fiasco has made a miss-step; it is fortunate perhaps that the swords he danced over are somewhat blunted. With regard to that Customs Edict, we felt no alarm; our position was exactly similar to Mr. MURRAY STEWART's with regard to the Opium Edict. We took the motives for granted; if Mandarinism's motives could kill, there would be very few living specimens of the foreign devil to be found in China. But they don't, so we decided (to use the CHAIRMAN's own words as applied to the Opium Edict) that "when they have shown that they are in earnest . . . it may perhaps be well for the British Government to take some action in the matter." The answer of the CHAIRMAN to this will be, of course, that Mandarinism was therein shown to be in earnest, and that it was therefore necessary for the China Association to press for Imperial intervention. In that case, the severely logical may perhaps ask him where the earnestness of the Opium Edict can be shown to fall short of the earnestness of the Customs Edict.

We join issue, if there be an issue, with those critics who deny the usefulness of the China Association. The CHAIRMAN claims that it is at least as useful as the Japanese shrapnel which, missing the snipers on the gate-tower, gave such an excellent object lesson in the heart of the Forbidden City itself. That, by the way, was another of Mr. STEWART's pretty analogies that may be seen as a two-edged weapon, or a sort of boomerang. It would be grossly hypocritical to demand of him where else he expected shrapnel to drop; we are quite sure he did not mean his auditors to think he wanted shrapnel aimed at the wall itself; but we will point out that his reference to the feelings inspired by it would lose all its force if applied to a people with a stiffer lip. Such ruin in a warlike people's sanctum might inspire greater determination to resist; assume that the British Foreign or Colonial office is less easily intimidated than Mandarinism, and we see the flaw in this demonstration of the Association's usefulness. Its representations, we hope, will never come to be regarded as shrapnel; we hope that five unfortunate words used by the CHAIRMAN may never be dragged from their context and applied to the Association—the five words being "we grumble; that is all." As he himself said, "it should be one of the aims of the China Association to correct this error"—the error of Home-staying critics who write of "the shrieking colonists of Hongkong"—and that aim can best be reached by a scrupulous care, and dignity, and restraint, in joggling the elbows of the powers that be. It should most decidedly not be the aim "to persuade the Home folk that we [China Association] are . . . men of like passions with themselves." They must be persuaded, as far as possible, that the China Association has no passions at all, but rather that it combines within itself all the "savvy" of the man on the spot, with the dispassionateness of a disinterested and distant observer. Its patriotism can then be taken for granted. We do not think that the critics who charge our colonials with race-bred deserve all the notice given them by the CHAIRMAN. The critics who deserve attention, if it be not

egotism to any so, are those who deprecate the first semblance of fuss or hurry or magnification of molehills. The speech we are, somewhat unfairly, analysing, shows us the CHAIRMAN taking Mandarinism's bad motives too seriously and its good motives too sceptically. We have all sinned in much the same way, but then we are not all chairmen of the China Association's branch here. In such a responsible office we expect more; the CHAIRMAN ought to be something more than mortal. Caesar's wife must be above suspicion.

There are many other passages earmarked for criticism or comment, appreciative and otherwise, but we have space only to refer to one more. In claiming that all the criticisms of the Chinese Government were directed by a same view of what constitutes genuine friendship for China, Mr. MURRAY STEWART was certainly not obliged to indicate the possibility of other points of (same) view. Repudiating earlier all suggestions that the Association is unfriendly to China, he pointed out what harm, in loss of credit and so on, would have resulted if Mandarinism had succeeded in doing to the Customs Service what he believes it tried to do. And he remarked, "it is a strange sort of unfriendliness that works to hinder the progress of such misfortune." It is not at all strange, really. The unfriendly friend will be co-miserable to man so long as the road to Hell continues to be paved with good intentions. JOHN STEWART MILL has dealt faithfully with the type; the well-meaning person who wants to make us good and happy against our will and inclination. The late Phil May drew a most funny illustration that fits. He depicted a London working man dragging his little boy along the Brighton beach, the child hanging back and weeping. The loving father's face wore a savage expression to fit the words: "I've brought yer dahn here ter enjoy yerself, and enjoy yerself yer shall, or—." That helps to realize China's point of view. The ideal policy for the China Association outlines itself in our mind somewhat to this effect—to avoid any philanthropic pose, to be honestly and avowedly an Association concerned only for the good of British trade and other interests out here, to hold a watching brief, to calmly assert itself (the metaphor breaks down) as an expert witness, not Chauvinistic but patriotic, not banging the war-drum at the first pin-prick, but watching both ends of the line carefully and speaking, when the real need seems apparent, with the deliberation that commands a respectful hearing. We have never, as some have done, put it on a level with the geese that saved Rome. It's function is not altogether that of a sentinel hailing each new movement or policy with a peremptory "who goes there?" Although the simile does not fit at all points, we would like to regard it as sharing the task of the skilled general who surveys the opposing forces from a height, and who, noting the varying developments of the battle, directs his orderlies accordingly. But the China Association may not direct, it may only suggest. It cannot even be said to be on the staff. Very often it chafes at its own impotence, but that is because it naturally wants to see the orderlies galloping off at once as a result of its suggestions. That is a little unreasonable. It is thinking of a regiment only; the general has the whole brigade to think of. Sometimes the general may seem very thick-headed and stiff-necked, but it has to be remembered that after all his is the responsibility.

The competition among Volunteer half companies for the Sander's Cup takes place on Saturday.

One European case of diphtheria is the only instance of communicable disease recorded in the Colony for last week.

The Volunteers have decided to hold a dance at an early date, and a committee has been appointed to make arrangements.

The crater on Mount Vesuvius collapsed on Dec. 21st, terrific rumbling noises and sharp shocks of earthquake accompanying the collapse.

A tidal wave completely destroyed Sigona, Tahiti, and made a clean sweep of all the unfortunate inhabitants, who were carried off without a moment's warning.

Residents in the Colony will doubtless welcome the news that by the month of April the Tytan Tak Scheme for an additional water supply will be completed, and that the water should be turned on that month.

We regret to learn that Mr. F. A. Hazeland is in hospital suffering from an attack of lumbago. Mr. Melbourne was the only magistrate presiding at the Police Court yesterday. He disposed of a long list of petty cases, few of which were worthy of mention.

The Chinese Government has fixed January 14th as the day on which Changchun (Kuang-cheng-tse), Kirin, Harbin, Tientsin and Manchuria will be opened to foreign trade. The acquiring of land by foreigners will, however, not be permitted until special regulations have been published about the creation of settlements.

The following is from a poster advertising a series of concerts at Brighton:—"Ladies will not be admitted till they have left their head-gear in the cloak-room. To ensure a fresh atmosphere all doors and windows will be kept open during the performance. Ladies as well as gentlemen are particularly invited to smoke at these entertainments."

A publication which will doubtless prove of interest to members of the Portuguese community is the "Agenda para o primiro trimestre de 1907." It is a chronicle of memorable events of the Far East, religious festivals and public solemnities observed in Macao. The pamphlet is to be published quarterly by the Typographia Morcanil.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

Cheng-shan	\$18.10
Medical Supply Assoc. Edin.	9.15
Mrs. Ma Pin	6
Miss Armour	4
L. Gibbs	4
E. E. & A. Telegraph Co.	59

The following have been selected to play for the Hongkong Rugby Football Club in the Association Match against the Y.M.C.A. today (Tuesday). Kick off 4.45. Goal, J. Clark; Backs, C. M. Preshaw and A. N. Other; Half Backs, F. C. Hall, T. E. Pearce and H. W. Lester; Forwards, J. G. Lacey, R. F. C. Master, J. McG. Taylor, H. G. C. Bailey and A. O. Laug.

The "Protector," having taken in hand the salvage of the "Kwong Chow" after the abortive efforts of Chinese salvors, succeeded in bringing the sunken vessel to the surface and conveying her to a spot near Laidokhek where she is beached. Her upper structures are badly damaged, but the repairs to the hull and to the engines will not be so difficult. No bodies were found on the vessel when she was raised.

Mr. Hatterick, missionary to seamen at the Strangers' Rest, Liverpool, stated that the Chinamen in Liverpool lived decently, were law-abiding, not immoral, and laundriesmen earned from 23s. to 25s. per week. The Chinese grocers did business with their own people. There was no overcrowding; the men lived well, and saved money, but he could not say whether the immigrants would displace British working men.

A fatal accident occurred at Shanghai on New Year's Day. As John MacDuff, third engineer of the C.N.S. Szechuan, recently transferred from the C.N.S. Szechuan, was walking aboard his ship at Wutung Wharf about 5 a.m., he overbalanced when crossing a narrow plank and fell into the river. He sank immediately and though every effort was made to save him, it was without success and the body has not yet been recovered.

Information was received on Sunday by the local representatives of the Norddeutscher Lloyd Company that the Company's steamer "Wong Koi" was ashore at Cape Varella, but that she was in no immediate danger. Mr. Krebs, the N.D.L. superintendent, left yesterday for the scene and the Dock Company's tug "Robert Cooke" has been chartered. She takes Mr. Neilson and some of the engineer staff of the "Prinz Waldemar" with her. The "Wong Koi" a steel screw steamer of 1,115 tons, was engaged in the trade between here and Bangkok.

In New York the wily Celestial is king of laundry work; his ways are dark and tortuous, and he begins young, as witness this well-known mission story. A Chinese bible-class was brought forward as a successful product at a missionary meeting in that city, and the audience was invited to ask questions to prove the genuineness of their conversion. An old lady, with corkerous curls, asked: "Why are you Christians?" To which beady-eyed One Lung replied promptly: "We gettee washes whole congregation."

The plan of Victor Chang Chih-tung, to render the building of the Hankow-Szechuan Railway possible through a foreign loan, meets with the greatest opposition from the officials and the gentry in Changtse, which Victor Hsi Liang is apparently unable to overcome. At the same time, however, great difficulties are encountered with regard to collecting the land taxes which have been ordered for the railway fund in Szechuan. Consequently the scheme of connecting Hankow with Szechuan by a railway does not seem to be feasible for the time being.

A Singapore Free Press writer says:—"It is satisfactory to note that the leading journals and reviews in England are rather sceptical about the genuineness and sincerity of the new Opium Regulations, promulgated by the recent imperial edict in China. For this scepticism, of course, the Chinese Government has only itself to blame. All the world knows the 'ways that are dark and the tricks that are vain' which conceal themselves behind the 'smile that is oblique and bland,' and has more than suspicions of political shiftiness in every move made by the Celestial Government. We have had long experience of imperial edicts intended for foreign—and in particular British—consumption solely. Anti-opium Societies may pass (premature) resolutions of joy and thankfulness; paid-secretaries of said societies may be anxious (needlessly) concerning the continuation of their salaries, but—well, China will have to change a good deal before I will be taken in by its reforming edicts."

The Scout Press, which was recently started as a daily paper under the editorship of Mr. Zamoto, formerly editor of the Japan Times, is to be enlarged and improved from February next, and has meanwhile suspended publication. Mr. Zamoto is now in Tokyo making preparations for the enlargement of his paper. It seems curious that these arrangements could not be—or were not—made before the daily made its first appearance in the Korean capital.

Mr. Wyndham formulated his attack on the present Government's Naval policy under three heads: (1) the withdrawal of battleships from the sea-going fighting line; (2) the re-creation of the bad, inefficient reserve abolished by Lord Selborne and Cawdor; (3) the neglect of repairs throughout the whole fleet. This last is perhaps the gravest point of all. While incidentally it means wholesale dismissals from employment in the dockyards, it strikes at the root of Naval efficiency by tending all round to make the Navy a paper sham. The policy of saving the haphazard of far is the most pernicious and fatal of all economies. But what can be expected of a Ministry headed by a Prime Minister who, as Lord Cawdor pointed out, has soiled at the two-Power standard as no longer applicable now that France and Germany are unlikely to be combined against us? It is a hand-to-mouth policy. There is no immediate and obvious danger of any such combination, and the saved haphazard is immediate and obvious enough. Therefore, we can gamble with the nation's future security. Such is Campbell-Bannermanism as applied to the Navy.

The petroleum produced in Japan is only sufficient to meet a quarter of the demand in the Empire, the remainder being supplied by Russia and America. The value of the oil imported amounts to about ¥16,000,000 per annum, of which ¥10,000,000 represents Russian oil and ¥6,000,000 American oil. We learn from Osaka journals that Mr. Hagiwara, a dispensing chemist at Omatsushiro, Osaka, has discovered a process of refining kerosene oil produced in Japan, which is now only used for washing machinery or as insecticide. The new process has been tested with very satisfactory results, and the refined oil is said to be of the same quality as the American "Pine" brand. Certain capitalists of Osaka, supported by petroleum dealers in Osaka and Kobe, have agreed to form a company with a capital of ¥1,000,000 to commence refining Japanese petroleum by the new process. The output of oil in Japan last year, it is stated, amounted to 840,000 koku, and when refined, the oil can undersell by about ¥1 the American "Pine" brand oil, with a profit of 37 per cent. on the capital. If crude oil is imported from abroad and then refined, the profit is estimated at 50 per cent.

## SUPREME COURT.

Monday, January 7th.

IN APPELLATE JURISDICTION.

OLD TRADEMARK CASE.

The application for leave to appeal arising out of a judgment in the action Luba v. Ullmann, was continued before their Honours Sir Francis Pigott (Chief Justice) and Mr. A. G. Wise (Puisne Judge).

Sir Henry Berkeley, K.C., and Mr. H. G. Calthrop, instructed by Mr. C. D. Wilkinson (of Messrs. Wilkinson and Grist), appeared for the appellants, Messrs. Ullmann and Co., and Mr. M. W. Slade, instructed by Mr. John Hastings, represented Mr. Luba Freres.

Sir Henry Berkeley resumed his address, and the case was again adjourned.

## POLICE COURT.

Monday, January 7th.

BEFORE MR. C. D. MELBOURNE (SECOND POLICE MAGISTRATE).

POLICEMAN RECOVERS STOLEN PROPERTY.

About the end of the month of May, Luk Chan-tung hired a bicycle from the cycle agency in D'Agular Street and went for a pedal with some friends. He forgot, however, to return the machine. During the months succeeding defendant had several dinner parties at Shek-tsun, and getting into the restaurant-keeper's debt, handed over the bicycle as security. Eventually the bicycle was taken to No. 7 Police station where the defendant claimed it. Constable Glendonning there stated that he would like to buy the machine, and the defendant was sold it to him for \$25. Some weeks after, as the constable was proceeding up D'Agular Street with the machine, the owner claimed it, the result being that the defendant was sought and eventually found. Charged before his Worship, he was sentenced to six weeks' imprisonment.

## WEATHER REPORT.

On the 7th at 12.05 p.m.—The depression lying over the N. part of the Sea of Japan yesterday, has moved into the Pacific. The barometer has fallen again over China, particularly in the North. Probably another depression has appeared over S. Manchuria. Pressure is highest between the E. coast of China and W. Japan. It is low, apparently, to the South of the Philippine Archipelago.

Gradients are slight to moderate, and moderate monsoon may be expected in the Formosa Channel, and fresh monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.60 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, moderate to light; fine.
Formosa Channel	N.E. winds, moderate.
South coast of China between Hongkong and Lamooks	Same as No. 2.
South coast of China between Hongkong and Hainan	Same as No. 2.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## DEATH OF A FORMER BISHOP OF VICTORIA.

LONDON, January 7th.

Bishop Burdon is dead.

[The Right Rev. John Shaw Burdon, D.D., was ordained in 1852 and went the following year to China, where he laboured as a missionary for 21 years. In 1885 he was appointed chaplain to the Legation at Peking, and was Bishop of Victoria from 1874 to 1895. He translated the New Testament and the Book of Common Prayer into Chinese. He is best remembered in Hongkong for having reconstituted St. Paul's College in 1876 by opening a Church of England school for Chinese and European scholars under an English headmaster, Mr. A. J. May (who recently returned home), and two Chinese resident masters. He was an examiner in Chinese for the Civil Service examinations in 1877.]

[REUTER'S SERVICE.]

## BRITISH NAVAL PORTS.

LONDON, January 8th.

The Admiralty has issued a notice to mariners intimating the possible closing of the naval ports at home and abroad at night during hurricanes, or in the event of strained relations with any power.

[N.C. Daily News Service.]

## JAPAN IN 1906.

TOKYO, December 30th.

The year which is just closing may be described as a peaceful one. Quietness has reigned throughout in domestic politics, and no particular trouble is expected on the reopening of the Diet in January. There has been continually increasing friendship with foreign Powers. The negotiations with America are being conducted on the most amicable terms. The negotiations with Russia are proceeding smoothly.

In the financial world share dealings have shown unprecedented activity, and many enterprises have been thereby fostered. Money, however, remains easy.

## THE RESULT OF A TRAIN DISASTER.

A CURIOUS LOSS.

LONDON, January 3rd.

Securities to the value of nearly £1,000,000, which were on their way to London, Paris, Brussels and Antwerp for settling day, were destroyed in the accident to the Hamburg-Cologne express when it crashed into a cattle train.

The securities will eventually be released, but the temporary loss is causing great disorganization in business circles.

As a result of the accident a hundred oxen were roasted alive, while others escaped and a mangled wildy among the terrified passengers.

## FOREIGNERS IN CHINA.

The foreign population of China in 1906 is estimated by American Consul-General Thomas Simmons, of Nanking, at 46,000. This includes 6,454 at Hongkong (British territory), 17,432 at Tientsin or Kichow (German), and 7,993 at Nanking, but does not include the balances of Manchuria nor Mongolia, nor the newly established Yachangpu or Ministry of Posts and Communications in Peking, in consequence of his education and experience in foreign affairs. Consul Lin has now sent in a memorial denouncing H.E. Tang, who is the Senior Vice-President of this Ministry for his selfish recommendation of Tsoai Shih to his present post (about 30 years old) is a relative of H.E. Tang and that although he was educated in the U.S.A., can speak English and knows something about foreigners, yet owing to his youth and lack of experience in Chinese official affairs he should not be appointed to such a high post in an important Ministry. All the transactions of this Ministry must first pass through the hands of the Senior and Junior Deputy Assistant Vice-Presidents prior to their presentation to the President and Vice-Presidents for orders. The memorialist feels that if the foreign-educated officials can get promotion so easy, then all other officials and students who are trained in foreign countries for one or two years will return home and try every means to procure high appointments in the Government service by asking assistance from those highest authorities in the various ministries who may happen to be their friends or relatives. In such circumstances he asks, how can the Government employ so many men in future? It is understood that the memorial of this so-called censor, who is regarded as the "ear and eye" of the Throne, has been shelved by their Majesties the Emperor and the Empress Dowager and no answer has been given him. The above incident illustrates the difficulty experienced in recommending and employing foreign educated young officials in China even to-day by both the Government and the President of the various ministries. H.E. Yuan Shih-kai is practically the only highly-placed official who dares to employ or recommend foreign educated officials and students from abroad; he is surrounded by such young men in his yamts at Tientsin. —N.C. Daily News.

## A CHINESE CENSOR ON NEPOTISM.

According to an Imperial Decree issued on the 15th inst., Expectant Tsoai Shih Shao-chi (a Cantonese, who has been educated in the United States) Director-in-Chief of the Peking-Hankow trunk railway was, on the recommendation of H.E. Tang Shao-yi, appointed Vice-President of the newly established Yachangpu or Ministry of Posts and Communications in Peking, in consequence of his education and experience in foreign affairs. Censor Lin has now sent in a memorial denouncing H.E. Tang, who is the Senior Vice-President of this Ministry for his selfish recommendation of Tsoai Shih to his present post (about 30 years old) is a relative of H.E. Tang and that although he was educated in the U.S.A., can speak English and knows something about foreigners, yet owing to his youth and lack of experience in Chinese official affairs he should not be appointed to such a high post in an important Ministry. All the transactions of this Ministry must first pass through the hands of the Senior and Junior Deputy Assistant Vice-Presidents prior to their presentation to the President and Vice-Presidents for orders. The memorialist feels that if the foreign-educated officials can get promotion so easy, then all other officials and students who are trained in foreign countries for one or two years will return home and try every means to procure high appointments in the Government service by asking assistance from those highest authorities in the various ministries who may happen to be their friends or relatives. In such circumstances he asks, how can the Government employ so many men in future? It is understood that the memorial of this so-called censor, who is regarded as the "ear and eye" of the Throne, has been shelved by their Majesties the Emperor and the Empress Dowager and no answer has been given him. The above incident illustrates the difficulty experienced in recommending and employing foreign educated young officials in China even to-day by both the Government and the President of the various ministries. H.E. Yuan Shih-kai is practically the only highly-placed official who dares to employ or recommend foreign educated officials and students from abroad; he is surrounded by such young men in his yamts at Tientsin. —N.C. Daily News.

The elephant hunts in honor of the Prince of Wales when in India, cost Rs.1,05,000. Of the eighty-seven elephants captured, fifty-eight were sold for Rs.73,875.5 and twenty-one others for Rs.34,000, so that there was a balance of over Rs.9,000 in favour of the Mysore State.

## CANTON.

(FROM OUR CORRESPONDENT.)

January, 4th.  
THE RAILWAY COMPANY: MORE TROUBLE.  
A few days ago I reported that Viceroy Chou Fu had issued a decree appointing a committee of four shareholders to investigate the accounts of the Canton Hankow Railway. Since then the Viceroy has authorized the establishment of a new department called the "Government Railway Office" and appointed the Provincial Treasurer and T'ai-tai Shum Tung as Directors. Yesterday the two last mentioned officials issued the following proclamation:

"This proclamation is issued by order of Viceroy Chou Fu to inform the public that several deputies have been appointed to work jointly with the four shareholders whom the Viceroy had nominated to investigate and audit the accounts of the Yuet-Han Railway. Deputies have already been forwarded to these deputies and also to the Railway Company notifying them of the investigation of accounts. The shareholders will understand that the investigation of the accounts of the Railway Company was specially authorized by the Viceroy and it will be done under the supervision of deputies appointed by us. Our sole object is to protect the railway and the shareholders. This special investigation is entirely different from the ordinary investigation provided for in the regulations of the company, in which it is stated that the holder of one share is at liberty to inspect the accounts of the company. Every day two deputies will attend at the office of the company with accounts and work in conjunction with the committee appointed to examine the accounts. This is a matter of great importance to the shareholders in general and they are requested not to overwork the office and confuse matters. Should any one under pretext of being a shareholder or an employee of the company interfere or cause trouble such person will be immediately arrested. A despatch has been forwarded to the Chief Police Station requesting the latter to despatch a body of police to the office every day so as to preserve order. This proclamation is issued to inform the Railway Company and the public in general that the investigation of the accounts is to protect the interests of the shareholders. Therefore they should not overwork the office or cause any inconvenience or interfere in any way whatsoever."

On the other hand the Directors of the Railway Company have issued and circulated thousands of circulars to the shareholders and the general public stating that Viceroy Shum had decreed and notified the public that the Yuet-Han Railway has already been formally floated, the first instalment of 20 per cent on each share has been collected and they were legally appointed directors to manage the concern; that they have cancelled all the shares subscribed by Chan Kung Yu, Chan Chik Yu and Yeung Sai Nam, Hongkong merchants, who have subscribed for only a handful of shares. Now Viceroy Chou Fu has issued a decree appointing a committee to investigate and audit the accounts of the company which we have no doubt will eventually turn out to be correct as the Chinese proverb says "When the river subsides one is able to see the stones." On account of the above the value of the railway shares in the market has been daily falling and thus the interest of the shareholders have been minimized. We have established a shareholders' association in Fu Sin Kai so that meetings may be convened there to discuss railway matters. Nine meetings will be held at the association every month. This is done to protect the interests of the public. We have telegraphed to various places abroad to inform the shareholders of this.

Yesterday a person of some influence here managed to get access to the seal of the General Chamber of Commerce and made use of it to stamp the following petition which was forwarded to the Government Railway Office.

"To the deputies of the Government Railway Office.  
We beg most respectfully to inform you that we absolutely refuse to permit Chan Kung-yu, Chan Chik-yu and Yeung Sai-nam to enter the Railway Company and investigate the accounts. (Signed) MEMBERS OF THE 72 GUILDS."

The Provincial Treasurer and T'ai-tai Shum Tung finding that the letter bore no signature took no notice of it.

It is said that Viceroy Chou Fu intimated that he would prohibit any meetings at the new Railway Association.

The new market building at the western suburbs was completed by the Government several months ago but only a few stalls have been occupied owing to the high rent demanded. The deputy in charge of the market has notified the public that he will put the stalls up to public auction.

## HOCKEY.

CLUB V. H.M.S. "DIADEM."

On the Club ground this afternoon at 4.45 p.m. the Club, playing in colours, will be represented by A. F. B. Liversy, R.N. goal; L. Murphy and B. V. Wilkinson, backs; C. P. Chater, T. H. Greenwood, R.N., and T. C. Gray, halves; J. Hooper, P. P. J. Wodehouse, Capt. Philpotts, R.E., and A. F. Orward, forwards.

Norway's national anthem is the same as Great Britain's namely "God Save the King." But a new "national air," written by Bjornson and composed by Richard Nordraadt, known as "Ja Velsket detts Landet," has found considerable popularity among the Norwegian people. A special arrangement of this air for the whole of the Household Brigade bands has been made by Lieutenant J. M. Rognan, Goldstream Guards.

## HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

London, December 31st.

SINGAPORE DOCK SCHEME.

In glancing through my papers the other morning, I was not greatly surprised to learn that one of the Liberal members has been displaying a little curiosity over the recent arbitration in connection with the Tanjong Pagar Docks, at Singapore, and the circumstances under which Lord St. Aldwyn, better known as Sir Michael Hicks Beach, was paid the enormous fee of £5,750 by the late government for presiding over the arbitration. Mr. Wedgwood has been inquiring if any further sums, as travelling expenses and so on, were paid to the arbitrator and for purposes of comparison what fees and travelling expenses were allowed the other members of the arbitration board. Some of the more pronounced Radical organs seem to think that the whole affair bears the general aspect of a job, and it is suggested that the arbitration might just as well have been held in London instead of so many thousands of miles from home.

INDO-CHINA S. N. CO.

Although the fact does not appear to have received much notice in the Press, an important meeting of shareholders in the Indo-China Steam Navigation Co. was held last week for the purpose of considering various resolutions altering the articles of association of the institution. From what I have been able to glean of the proceedings it appears that, in view of the fact that the company has been registered for something like 25 years the directors consider that new legislation and changes in laws governing corporations have rendered it desirable to bring the constitution and rules of the company into greater accord with modern requirements. It is now proposed that the articles of association should include power to subdivide the shares in different classes of smaller amounts, an enlargement of borrowing powers, and the issuing of dividends either in scrip or cash. A colleague of mine who recently interviewed Mr. J. R. Michael, of Hongkong, informs me that objection was taken to the hurried manner in which the proposals were brought to the notice of shareholders, and Mr. W. Kewick, M.P., was asked whether the suggestions had been circulated among holders in China. To this the Chairman replied that he had wired the gist of the resolutions to the representatives of the company in the Far East, and no reply having been received from Messrs. Jardine, Matheson & Co. it was assumed that the proposed alterations met with their approval. Mr. Michael thought the point was doubtful, and as regards the proposed division of the existing 120,000 ordinary shares of £10 each into two shares of £5 each, preferred and deferred, and an apportionment of the rights of each class of shares as from January 1st next, said it would not be very favourably received. According to the statement of the directors the division is recommended as calculated to give to the preferred ordinary shares which will carry a cumulative dividend out of the profits, after providing for reserve and other outgoings, of 5 per cent and priority as to capital—a special attraction to investors who desire a security that at all times possesses a high character, and to holders of the deferred ordinary shares an investment entitled to surplus profits after providing for the dividend on the preferred ordinary shares. Mr. Michael thought that shareholders in the Far East would not be satisfied with the 5 per cent as they were in the habit of paying their bankers something like 6 and 7 per cent. The resolutions were put to the meeting and carried, but I understand that when they come up for confirmation next week further views will be expressed on the subject.

## THE CHINA SOCIETY.

I saw from the programme of the first session of the China Society of London that quite an entertaining series of meetings will be held next year. H.E. Wang Tsi-shih, the Chinese Minister, will read the opening paper next month, and other lectures are promised by Mr. Lawrence Binyon, of the Prints Department, British Museum, Prof. H. A. Giles, Mr. J. C. Hall, L.S.O., and Z. H. Chow. The Council is now seeking the co-operation and support of those interested in the Society, which aims at acquiring and diffusing a better knowledge of the Chinese people; their institutions, character and history; studying their ancient and modern civilization, and promoting the spirit of national friendliness and good will. The Society has certainly secured a very representative body of officers, and as its objects in no way clash with those of the China Association its prosperous future seems almost assured. Mr. Geo. Jameson, C.M.G., is President and Sir Walter Hillier, Vice President, of the Council. The hon. secretaries are Messrs. Byron Brennan, C.M.G., and Ivan Chén, Secretary, Chinese Legation.

## A PERMANENT MEMORIAL.

There are quite a number of old "Poly" boys in Hongkong, Shanghai and other centres in the Far East, who will be interested to learn that a permanent memorial to the late Mr. Quintin Hogg has been erected in Langham Place in full view of the Polytechnic which, "Q. H." as he was popularly known, founded in 1872. A statue has been unveiled by the Duke of Argyll, in which George Frampton, R.A., represents the noble benefactor of so many young men in a sitting position reading from a book to two lads (one clad in football attire). I have since visited the Institution, and was very pleased to hear that many "Poly" boys in China continue to keep in close touch with old school fellows attached to their Regent Street house.

## THE KOWLOON-CANTON RAILWAY.

Early in the summer the member for East St. Pancras put a number of questions to the Under Secretary of State for the Colonies on the Kowloon-Canton railway project. The replies were not satisfactory, and had been given to understand that Mr. H. C. Lee intended reverting to the subject before the termination of the present Session. I am sorry to say that this is now out of the question owing to ill-health he has had to pair and is wistfully at the Continent. The question, however, will not be lost sight of by those interested in China, and in view of the cable respecting the protest against the railway loan agreement with the British and Chinese Corporation I should not be surprised if the matter again crops up in Parliament in the course of the next few days.

BACK TO THE EAST.

After having spent a very pleasant holiday at home, Mr. J. R. M. Smith, the manager of the Hongkong branch of the Hongkong and Shanghai Banking Corporation, is leaving for the Far East early in the present month. He has been enjoying himself in Scotland where I have no doubt he came across a number of old China hands spending their vacation amid their native heather. Mr. Basil Taylor, of the Harbour Department, is residing at Ealing and is to be found on most days of the week busily occupied in the city. I have not yet heard when he intends returning. Mr. A. G. Stokes thinks about going back in the course of the next three months, while Mr. J. R. Michael told a friend of mine that he hopes to be able to remain in England until the autumn of next year.

## CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

The report for presentation to the shareholders at the tenth ordinary general meeting to be held at the office of the General Managers on Saturday, 26th January, states:

Annexed we have the pleasure to lay before shareholders a statement of accounts made up to 31st December, 1906.

The gross earnings for the year amount to \$124,050.81 and after deducting all expenses, remuneration to General Managers, Consulting Committee and Auditors' fees, there remains a balance of \$98,555.75 which it is recommended be appropriated as follows, viz:—

To place to Reserve Fund ... \$15,000.00  
To pay a dividend of 8 per cent ... 80,000.00  
To carry forward to the credit of next year's account ... \$5,555.75

Consulting Committee.—In accordance with the Articles of Association, Messrs. J. S. Van Buren, Chow Hing Koo, Dr. J. W. Noble and H. P. White retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. A. O. Gordin and W. H. Potts who are recommended for re-election.

SHEWAN, TOMES &amp; CO.,

General Managers.

Hongkong, 5th January, 1907.

ACCOUNTS FOR THE YEAR 1906.

PROFIT AND LOSS.

Charges brought forward from last year	\$ 6,711.55
Consulting Committee's fees	4,910.00
Auditors' fees	2,000.00
Depreciation on Investment of Reserve Fund	5,555.75
Balance	\$112,583.20
Total	\$124,050.81

Balance brought forward from last year	\$ 4,791.73
Interest received on Mortgages	\$124,050.81
Less Interest paid, commission	115,710.79
Net	16,257.34
Total	\$112,583.20

Capital 200,000 Shares at \$10	\$2,000,000.00
Less 100,000 Shares at \$10	\$1,000,000.00
Reserve Fund	700,000.00
Sanitary Docks	22,343.78
Company's Bankers	115,710.79
Balance of Profit and Loss	\$5,555.75
Total	\$1,333,300.16

Assets	\$553,634.49
Less On Mortgage, Shares	645,442.72
Investment of Reserve Fund	1,333,300.16
250 Shares China Light & Power Co., Ltd. at \$10	\$2,500.00
Sanitary Docks	115,710.79
Cash	\$3,343.46
Total	\$1,333,300.16

BALANCE SHEET.

LIABILITIES.

Capital 200,000 Shares at \$10 \$2,000,000.00

Less 100,000 Shares at \$10 \$1,000,000.00

Reserve Fund 700,000.00

Sanitary Docks 22,343.78

Company's Bankers 115,710.79

Balance of Profit and Loss \$5,555.75

Total \$1,333,300.16

Assets \$553,634.49

Less On Mortgage, Shares 645,442.72

Investment of Reserve Fund 1,333,300.16

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Sanitary Docks 115,710.79

Cash \$3,343.46

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LIABILITIES.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, Daily Press, only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Editorial Address: PRESS, Codes: A.B.C., 5th Ed. Lister's.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

BY Order of the Board of Directors I have this Day handed over the Management of the Local Branch of the DEUTSCH ASIATISCHE BANK to Mr. F. JUNG.

H. SUTER, Manager.  
Hongkong, 7th January, 1907. [165]

## WANTED.

WANTED AT ONCE - Efficient STENOGRAPHER and TYPIST (Remuneration). Apply Stationery Agency, Nationality, Speed, Experience and Salary.

OMEGA, Care of "Daily Press" Office.  
Hongkong, 8th January, 1907. [161]

## SITUATION WANTED.

A PORTUGUESE CLERK with 6 years' experience in Mercantile Firms, bearing Good References, WANTS SITUATION. Coast Ports no objection.

"R.E.", Care of "Daily Press" Office.  
Hongkong, 8th January, 1907. [173]

## OLD STAMPS.

WE wish to BUY OLD issues of STAMPS from all Countries, also the Stamps now in use.

We will take any quantity, and pay High Prices in U.S. Gold. We ask only that the Stamps be in good condition and clear of paper. Correspondence invited. - We would be pleased to make ourselves known to you. We will return a memo of all Stamps received with Prices paid for each kind. Address: JOHN P. COOPER, Stamp Importers, 38, Piers Place, Red Bank, N.Y., U.S.A.

Hongkong, 8th January, 1907. [167]

BOTHEN MARK LODGE, No. 264.

A REGULAR MEETING of the BOTHEN MARK LODGE will be held at the FIREMASSONS' HALL on MONDAY, the 14th January, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 8th January, 1907. [169]

## THE TRADE MARKS ORDINANCE 1893.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that THE HONGKONG MILLING COMPANY, LIMITED, of Victoria, in the Colony of Hongkong, have on the 13th day of December, 1906, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks, viz:-

1. A Picture of a FIR TREE and the words "FIR TREE."
  2. A Picture of a FORT surrounded by WHEAT and the words "THE FORT."
  3. Two Plates of CHINESE CAKES.
  4. A Picture of a FORT surrounded by WHEAT and the words "THE FORT."
- in the name of the said HONGKONG MILLING COMPANY, LIMITED, who claim to be the Sole Proprietors thereof.
- The Trade Marks are intended to be used by the Applicants in respect of the following Goods respectively, in the following Classes respectively, viz:-

CLASS 42 IN RESPECT OF FLOUR.

A Facsimile of such TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong, or of the undersigned.

Dated the 8th day of January, 1907.

HASTINGS & HASTINGS, Solicitors for the Applicants, 38, Queen's Road Central.

170

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON, SAMARANG, SOERABAJA & MACASSAR. (Taking cargo to all parts in Netherlands India on through Bill of Lading).

THE Steamship "TJIPANAS," Captain Pander, will be despatched for the above Ports on or about the 17th inst.

For information as to Freight and Passage, apply to the

Head Agent of the JAVA-CHINA-JAPAN LIJN, (Yokohama, 1st Floor).  
Hongkong, 8th January, 1907. [171]

THE HONGKONG WEEKLY PRESS and CHINA OVERSEA TRADE REPORT is now ready and contains:-

- Leading Articles:-
- Natural Adaptability of Population.
- Probable Beginnings of Chinese Constitution.
- Rebellion.
- Chinese Symptoms.
- Boycott Revival.
- Supreme Court.
- Kowloon Dock Bill.
- Lawyers and Soldiers.
- Visit to New Water Works.
- Boycott Revived.
- Business Review of 1906.
- Local and District Events 1906.
- Canton.
- Macao.
- Wedding.
- Middle-class Famine Relief.
- Recent Depreciation of Gold.
- Fire at Tai Kok Tsui.
- Interesting Shanghai Judgment.
- Imperial Tennis Club.
- Correspondence.
- Review of Exchange, Bar Silver and Bank Rate of Discount for 1906.
- Commercial.
- Shipping.

Extra copies 30 cents each. Cash.

Copies can be ordered from the Office to address sent, including postage 34 cents each, or 51 Cash for three copies.

Subscription: \$12 per Annum, payable in advance, postage 32.

Hongkong, 8th January, 1907.

## NEW ADVERTISEMENTS

## HAMBURG-AMERIKA LINIE.

## THE H.A.L. Steamship

## "SILESIA."

Captain Bahle, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-Day. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th Jan. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th Jan. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 7th January, 1907. [172]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "JAVA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 hours.

Goods not cleared by the 13th inst. at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 7th January, 1907. [1]

## NAVIGAZIONE GENERALE ITALIANA

(Florio and Rubattino United Companies).

## NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

## THE Steamship

## "ISCHIA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the vessel's arrival here, after which no claims will be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 14th January will be subject to rent.

CARLOWITZ & Co., Agents.

Hongkong, 7th January, 1907. [4]

## THE EAST ASIATIC COMPANY, LIMITED, OF COPENHAGEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "KINA."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. A.M. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, the 12th inst., at 2.30 p.m.

All Claims must reach us before the 19th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

THE EAST ASIATIC CO., LD., MELCHERS & Co., Agents.

Hongkong, 7th January, 1907. [9]

## NORDDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ HEINRICH."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 9th inst., at 9.30 a.m.

All Claims must reach us before the 16th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, 3rd January, 1907. [5]

## NEW ADVERTISEMENTS

## TO LET - (WELL FURNISHED).

## BIRNAM BRAE, CONDUIT ROAD.

EIGHT-ROOMED HOUSE, Billiard Room, with full-size Table, 3 Bath-rooms, Drying Room, Store-room and Pantry. Good Tennis Lawn, Electric Light and Bells, and a Telephone. For 6 or 8 months, from 1st April. Apply to:-

"G. M. B.", Care of "China Mail" Office.

Hongkong, 8th January, 1907. [163]

## S.S. "OCEANIAN."

## COMPAGNIE DES MESSEAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London &c. as "Matapa" and "Dordogne" from Havre or as "Dordogne" from Bordeaux or as "President Leroy Lallier" in connection with above steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before 5 p.m. To-Day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining undelivered after MONDAY, the 14th Jan., at 2.00 p.m. will be subject to rent and landing charges.

All claims must be sent in to me on or before the 14th Jan., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 14th Jan., at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th January, 1907. [2]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (WEDNESDAY), the 9th January, 1907, at 2 p.m. at No. 4, Queen's Road Central.

A LARGE ASSORTMENT OF SILVER AND IVORY WARE, Consisting:-

SILVER BOWLS, CUPS, POWDER BOXES, CARD CASES, VASES, SALT CELLARS, BUCKLES, HAT PINS, &c., &c.

Also A Quantity of CARVED IVORY FIGURES, PHOTO FRAMES, &c., &c.

A Number of SILK EMBROIDERED BED PILLOW, TABLE and CUSHION COVERS.

Catalogues will be issued. Terms:-As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th January, 1907. [132]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on Board the "RAMBLER," the following:-

H.M. Surveying Vessel "RAMBLER," Single Screw, Composite built, Copper Sheathed.

Displacement ... 833 Tons.

Indicated Horse Power ... 650 N.D.

Extreme Length ... 163 ft. 3 in.

Extreme Breadth ... 29 ft. 6 in.

Ball ... 18-0.

Engines ... Compound Surface Condensing, Horizontal, by Elder.

Propeller ... One Griffith's Gun metal.

Boiler ... Three Cylindrical Direct Tubular.

Load on Safety Valves ... 60 lbs.

Distilling Condenser ... Two Normal's.

Single No. 10 distilling 2,899 gallons of water per 24 hours.

HULK "MIDGE," Late Twin Screw Gun Vessel, 603 tons, Composite built, Copper Sheathed.

Length ... 153 ft. 0 in.

Breadth ... 25 ft. 0 in.

To be Sold as they now lie in Hongkong Harbour, with all Fittings, &c., on board.

A list of Fittings, &c., to be sold with H.M.S. "RAMBLER" may be seen at the Office of the Naval Store Officer, H.M. Naval Yard.

The Admiralty will not be responsible for any errors in description of Ship, Fittings, Stores, &c.

The Vessels will be OPEN to INSPECTION for Seven days before date of Sale, between 10 a.m. and Noon and 2 and 4 p.m. (Saturday and Sunday excepted).

Inspecting Orders can be obtained from the Auctioneers.

Terms:-Cash before delivery. 25 per cent of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within 7 days after date of Sale.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 28th December, 1906. [112]

## TO LET

## TO LET.

2 FOUR-ROOMED HOUSES at Praya East, near East Point.

Apply to:- JARDINE, MATHESON & CO. Hongkong, 3rd January, 1907. [137]

## TO LET.

IN ALEXANDRA BUILDINGS Small Office on Second Floor.

Apply to:- SECRETARY, A. S. Watson & Co., Ltd. Hongkong, 4th January, 1907. [150]

## TO LET.

ONE OFFICE ROOM on Second Floor PRINCE'S BUILDINGS.

Apply to:- REUTER, BROCKELMANN & CO. Hongkong, 7th January, 1907. [161]

## TO LET.

NOS. 1 and 3, ORMSBY VILLAS GRANVILLE ROAD, Kowloon.

Apply to:- SPANISH PROCURATION. Hongkong, 3rd January, 1907. [138]

## TO LET

## TO LET.

RAVENSHILL WEST No. 3, PARK ROAD.

Apply to:- DEACON, LOOKER & DEACON, Hongkong, 5th December, 1906. [104]

## TO BE LET.

## FURNISHED.

FROM THE 2ND WEEK IN APRIL NEXT, "TAN MOR" PEAK ROAD, Six Good Rooms, 3 Bath Rooms, Drying and Store Rooms, Grass Tennis Court. Moderate rental to good tenant.

Apply to:- HUMPHREYS' ESTATE & FINANCE CO., LD. Hongkong, 18th December, 1906. [117]

## TO LET.

No. 2, MACDONNELL ROAD.

Apply to:- COMPTON'S DEPARTMENT, Nippon Yusen Kaisha, Hongkong, 8th Jan. 1907. [157]

## TO LET.

No. 27, SEYMORE ROAD.

4 New Houses in KENNEDY ROAD, near Wan Chai.

No. 18, MACDONNELL ROAD, "TANG YUEN."

No. 90 & 91 GODOWN PRAYA EAST.

Apply to:- SAM WANG CO., LTD. 81, Queen's Road Central. Hongkong, 13th November, 1906. [103]

## TO LET.

FULLY FURNISHED - from April 15th.

A LITERARY, BARKER ROAD, the PEAK. Seven Rooms with ample Bath and Dry Rooms. Apply to:-

J. S. VAN BUREN, Care of Nippon Yusen Kaisha, Hongkong, 3rd January, 1907. [135]

## TO LET.

No. 1, WEST END TERRACE, Shamoen, Canton.

Apply to:- HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 11th December, 1906. [91]

## TO LET.

2ND FLOOR No. 12, Queen's Road Central.

SEMI-DETACHED BUNGALOW (Sir C. P. Chater's), Robinson Road, Kowloon.

Apply to:- LEIGH & ORANGE, 1, Des Voeux Road. Hongkong, 1st June, 1906. [94]

## TO LET.

OFFICES in King's Building and YORK BUILDING.

"BANFURLY" CONDUIT ROAD. A HOUSE in WONG NEI CHONG ROAD. GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RIFON TERRACE. FLATS in MORSTON TERRACE.

Apply to:- THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st March, 1906. [91]

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TATA & CO. Hongkong, 24th December, 1906. [105]

## TO LET.

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Hongkong, 21st September, 1905.

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EASTMAN KODAKS, CAMERAS  
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These tiny capsules—superior to Copiba, Cubes, and Injections—cure the same diseases as these drugs in forty-eight hours without inconvenience. Each capsule bears the name MIDY.

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For functional troubles, delay, pain and those irregularities peculiar to the sex.

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## SCIENTIFIC MISCELLANY

A VISION OF WHAT THE FUTURE MAY BE—A HUMBUG OLOGY—THE COMING MUSEUM—A NEW ASTRONOMICAL SCIENCE—RAPID PICTURE PRINTING—A BOTANICAL PUZZLE—BRITISH TAILS.

The electrolytic recovery of gold from seawater is still a dream of many European chemists. A Nodon proposes to use as electrodes sheets of copper and lead, or lead and cast-iron, each about one twenty-fifth of an inch in thickness, and to surround these plates with porous canvas bags for collecting the gold that fails to adhere. The bath, within reach of the tide, would have a depth of two meters and a width of ten meters (about 33 feet). With cement partitions every 49 meters, a battery of 100 such baths could be run together, and it is calculated that this would furnish 150 grams of gold per day of twelve hours. In this time 3,000 cubic meters of water would be treated a current of 5,000 amperes at 2.5 volts being required. The annual cost is estimated at \$12,000 and the profit is figured at \$20,000 on an capital of \$4,000.

British safes, we are told, would have prevented great loss at San Francisco, where the contents of a large proportion of so-called fire-proof safes and vaults were destroyed. The American plan of insulating with a filling of infusorial earth or asbestos is condemned as sure to fail in severe test, and it is affirmed that not a fireproof but a steam-generating and moisture-evolving composition—drying to a non-conducting material—is needed to keep the inside cool for the longest possible time. English makers allege that this difference gives superiority to their safes.

Graphology has been proven by Alfred Binet to be utterly without scientific value. Experiments failed to distinguish between the hand-writing of a man and that of a woman, of an old man and of a youth, and of an ascetic and of an idiot. The penmanship of a brutal murderer was pronounced that of a young girl of great moderation.

In America's evolution, the university and the public library have been added to the little red schoolhouse and the public laboratory and the industrial museum may reasonably be expected soon. The importance of the last is urged by Alfred Sang in the Engineering Magazine. This would be a great educator of the entire public, would stimulate invention, and would safeguard ingenious mechanics against many mistakes and much repetition. As the best existing example is cited the Conservatoire des Arts et Metiers of Paris, which was established during the Revolution for the free teaching of the applied sciences. It provides evening courses in 22 subjects, has extensive testing laboratories, a museum of 13,000 models and pieces of apparatus, and industrial library of 4,000 volumes, and a reading room containing periodicals, but it is now years behind the times. One of its interesting exhibits is a Scott graphophone, which gave a tin-foil record and reproduction of a corn not sold before Edison was born. The ideal museum would have a section or alcove for each industry, which would be under the supervision of an expert, and would show up to date processes, with models of proposed apparatus and of ideas—that have proven failures, also raw materials, and the literature of the subject, and all would be easily accessible.

Planology, the new science proposed by Prof. E. S. Morse, would study the conditions of distant planets, by applying geology, meteorology, physical geography, geodesy and other terrestrial sciences. It confirms the idea that Mars is inhabited. The reality of the markings—or "canals"—and their seasonal variations has been proven by the most careful observers, including Prof. Morse himself, and our earth knowledge strongly suggests that the scant Martian water supply is released from its winter locking up in the polar ice-caps, the systematic irrigation works conduct it to the most suitable spots, where it creates oases of vegetation.

Black walnut now comes chiefly from southwestern Missouri, Arkansas, Oklahoma and Indian Territory. The annual production is about 33,000,000 feet, most of which goes to Germany.

The new process of illustration brought out by Sir Joseph Swan is described as a combination of photography, half-tone and collotype. It makes possible the printing from the plate of several hundred impressions per hour, and it is adapted for plain, smooth paper, which is much more agreeable to the eye than the usual glossy surface. The ruled glass screen is used to break up the tones into dots of different sizes as in ordinary half-tone pictures. In half-tones work the printing ink is left on the highest surfaces of the block; in photography it is wiped off from the raised surfaces and taken up by the paper from the depression, and in collotype the printing surface is quite flat, grooves parts retaining the ink while the remaining surface is wet and repels the ink. In the new process, the hollows hold the ink while the highest surface is made repellent so that it keeps clean without wiping as the rollers pass rapidly over it.

Plant memory is a problem for the inquisitive biologist. In 1901 a plant allied to the squash and pumpkin was brought to New York from the desert of Sonora, in Mexico, and since then it has been kept without watering—in a strange climate 3,000 miles from home. During the six weeks of rain in the desert the plant grows its leaves and flowers and perfects its seed. Then it dries up, and leaves only a water-filled gourd, which a thick, hard shell seals against animals and evaporation. The transparent specimen still remembers the rainy season of six weeks. It takes, sends out rootlets, stems and leaves, and then dries up again until the following year.

The peculiar brittleness of their tails is sometimes an advantage to certain lizards. Feeding head down on a rock, the diamond-tailed gecko for example, is often seized by a hawk, when the tail snaps off, and the animal calmly wriggles away to grow another.

## THE FOREIGN OFFICE.

The ways of the British Foreign Office are always wonderful, but we doubt whether those who direct them have ever arrived at a more astonishing decision than that which was announced by Sir Edward Grey to the House of Commons. For many years Geography has been an obligatory subject of examination for candidates for the Foreign Office and the Diplomatic Service, but from July next it will not only cease to be obligatory, but candidates will not even be allowed to offer it as an optional subject. Sir John Lubbock called attention to the matter in a letter addressed to the Times last week, and such well-known geographers as Mr. Mackinder and General Russell have done their best to rouse the authorities to a sense of the amazing unwisdom of the decision. We question, however, whether they or anyone else will succeed in convincing the Foreign Office. A department which can practically ignore the major portion of the Far East for years, and trust British interests in the vast untapped markets of China or of rather less important lands than our trade with the Eskimo, is capable of resisting any effort to convince it that it has made a mistake. Apparently nothing but a desire for uniformity is responsible for the exclusion of Geography from the examination. Candidates for the other branches of the Civil Service are not compelled—very wisely, we think to take up Geography, and so the Foreign Office, just in order to be in the fashion, has determined to abandon it too. Probably it is found more convenient to hand over Foreign Office candidates to the combined examination which now serves for the Home Civil Service and the Indian Civil Service alike rather than to hold any special examination for them. That a young diplomatist may need not only a different temperament but different knowledge from a clerk in the Education Office or a building Inspector of Factories, never seems to have occurred to the authorities of the Foreign Office at all. Yet, of all people in the world, they should be the most conscious of the need, and the most anxious that due provision should be made to meet it.

To no other Foreign Office in the world is a knowledge of Geography of such vital importance as to our own. With a world-wide Empire to deal with it is of the last necessity that those who administer that Department should know the production and the capabilities of the several parts, the types and the distribution of the various peoples who inhabit them, the value of the territories, both commercially and strategically, and every available detail of the countries on the borders of the Empire, or in close relation with it. In future, the young diplomatist will, officially, know nothing of these things, but he will be able to offer in the place of this knowledge a well-crammed mass of chemistry, zoology or Sanscrit roots. His foreign rival will find him most agreeable company. He will be able to discuss the qualities of argon in the most fascinating manner, and we can almost see him lecturing European Chancellors on the fauna of their respective countries, and the derivation of their more recondite words. But as to whether any importance attaches to Tibet, or whether to keep the trade with China may not demand the utmost vigilance, he will know nothing more than has been picked up by a boy in a few days' holiday. We are very much afraid that this will be totally insufficient to enable him to deal effectively with a rival who has been compelled to make a careful study of these and similar subjects as part of his profession, and to have something more than a bowing acquaintance with them. We disagree altogether with the contention of those who claim that Geography is the widest and scientific basis, in a thing easily acquired in after life. It is a science of absorbing interest, but it demands for its mastery the same application as any other branch of technical knowledge, and a man who has once passed into the Service has neither the time, nor, unless he is a very exceptional person, the inclination to devote the necessary study. He will at best only be an amateur in the most superficial sense, others in which it is most desirable that he should be a professional.

The only argument we can conceive for the disastrous change resolved upon is that the Foreign Office has done so badly lately in possessing a knowledge of Geography that it cannot possibly do worse when it has none. We admit that the remarkable history of Wei-hai-wei gives some colour to their contention, but we should have thought that it afforded better reason for teaching the subject, rather than for not teaching it at all. There was once a Duke of Newcastle at the head of the Department who was so delighted at learning for the first time that Newfoundland was an island, that he congratulated his informant on always being the first to bring him good news, and added that he must really go and tell the King. Does Sir Edward Grey desire to see us revert to the state of things of which that was the type? In a world which is at once narrowing by the increase in the facilities of communication, and growing by the development of new territories, and the rise of new powers, a knowledge of Geography is becoming of greater and greater importance every day. The Royal Society has found it worth while to expend the whole of the £30,000 found by the British South Africa Company upon a problem so purely geographical as the determination of the South African Meridian Arc. The University of Cambridge has conferred an honorary degree on the man who has devoted his life to the study of the subject, and has not denied it a place in their most important examinations. The plea that it does not give sufficient training to the mind of a youth is ridiculous. Any science, scientifically taught, will do so, and at all sciences the study of Geography is one of the best adapted to enlarge the mind and expand the ideas. "They little know of England that only England know," but this unhappy limitation would seem to be the ideal of those Foreign Office authorities who would deprive the future diplomatist of that knowledge of a science so important to British representatives, the foundation of which can only be laid in youth.

## LATEST STEAMER MOVEMENTS.

The P. & O. str. *Arctica* left Singapore for this port on the 5th inst. at 8 a.m., with the outward English mails, and is due here on the 5th inst. about 3 p.m.  
The C.P.R. str. *Euphrates* of India arrived at Yokohama at 8.30 a.m. on Monday, the 3rd inst., and is again at noon on Tuesday, when she is due to arrive at 10 a.m. on Tuesday, the 5th inst.  
The H.A.L. str. *Hohenstaufen* left Shanghai on the 6th inst. at 2 p.m., and may be expected here on the 9th inst.  
The J.-C. str. *Tijpana* left Kobe for this port on the 3rd inst., and may be expected here on or about the 14th inst.

How to be BEAUTIFUL—Keep your complexion. Mrs. Eliza's Crème Charming, Lait Charming and Special Skin Tonic and Poudre Charming will enable you to do it. For Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## NOTICES OF FIRMS

## NOTICE.

FROM This Date we TRANSFER our Business to MESSRS. DEACON & Co. ROWE & Co. Canton, 31st December, 1906.

## NOTICE.

THE Interest and Responsibility of Mr. ROBERT HUNTER BRUCE in our Firm CEASED on 31st December, 1906. We have Admitted Mr. WILLIAM WILSON and Mr. RICHARD NIKOLAUS ONLY Partners in our Firm from This Date. TAIT & Co. Amoy, 1st January, 1907.

CANADIAN PACIFIC RAILWAY COMPANY.

## NOTICE.

IN Conformity with telegraphic instructions received from the HEAD OFFICE the undersigned ASSUMES CHARGE of the Company's business at China Ports from This Date, in succession to Mr. D. E. BROWN, transferred.

D. W. CRADDOCK,  
General Traffic Agent for China.  
Hongkong, 1st January, 1907.

## NOTICE.

I have This Day admitted my Son, JEHANGIR HORMUSJEE RUT-TOHJEE, as a PARTNER in my Firm, which hereafter will be carried on under the name and style of "H. RUTTOHJEE & SON."

H. RUTTOHJEE.  
Hongkong, 1st January, 1907.

## INTIMATIONS

UNION INSURANCE SOCIETY OF CANADIAN, LIMITED.

## NOTICE.

THE CERTIFICATE No. 1992 for One Share numbered 43, on which the Sum of \$25 has been paid up, standing in the name of JOHN C. BRENNAN, has been declared LOST. NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Society on or before the First day of March next, a new Certificate for the said share will be issued by the Society and the old Certificate will thereafter be held as Null and Void.

By Order of the Board of Directors.  
W. J. SAUNDERS,  
Secretary.  
Hongkong, 4th January, 1907.

THE ALL NATIONS' HIGH SCHOOL AND GRADED COLLEGE.

THIS COLLEGE is now in position to receive Pupils of all ages, either with or without board and lodging. For a thorough practical education, no better School can be found on the China Coast. Fees very moderate. Inquire at No. 4, Carnarvon Road, Kowloon, or address Mr. F. L. CHYNE, the Principal, at this College.  
Hongkong, 25th December, 1906.

## PRIVATE INFORMATION BUREAU.

ANY person wishing to obtain Private Information on any subject of legal concern should apply to the SOUTH CHINA INFORMATION BUREAU and INQUIRY OFFICE, No. 14, Des Vexes Road Central, 2nd floor. The Bureau is managed by one who is thoroughly acquainted with the customs, habits, manners and language of the Europeans, Chinese and nearly every other nationality found in Hongkong and neighbourhood, assisted by a thoroughly competent staff. Charges very moderate. Office hours from 2.30 to 7 p.m. daily.  
Hongkong, 25th December, 1906.

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Hongkong Hotel Corridor.  
Hongkong, 1st January, 1907.

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FOR COAL, TIMBER, &c.

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GEO. FENWICK & Co., Ltd.  
Hongkong, 8th June, 1905.

## SHIPPING IN PORT.

STEAMERS.

AKI MARU, Japanese str., 3,985, M. Yagi, 31st December—Shanghai 25th Dec., General.—Nippon Yusen Kaisha.

ALCANTARA, British str., 4,278, D. Davies, 6th January—Singapore 29th Dec., General.—Butterfield & Swire.

AMERICA MARU, Japanese str., 3,460, Philip Coling, 1st January—San Francisco via Peking 30th Nov., General.—Toyo Kisen Kaisha.

AMOI, British str., 633, H. Plimbeck, 14th December—Amoy 13th Dec., General.—Sauder, Wieler & Co.

ANDRE RICKMERS, German str., 1,020, W. Teubert, 8th Dec.—Bangkok 29th Nov., Rice and General.—Butterfield & Swire.

CHANGSHA, British str., 2,300, Thomas Moore, 4th Jan.—Kobe via Kuchinotsu 31st Dec., General.—Butterfield & Swire.

CHUENYU, Chinese str., 1,177, C. Stewart, 1st January—Shanghai 28th Dec., General.—Chinese.

DAIOI MARU, Japanese str., 1,735, M. Hikawa, 1st Jan.—Moji 31st December, Coal.—Mitsui Bussan Kaisha.

DAKOTA, American str., 13,305, E. Franko, 31st Dec.—Seattle via Shanghai 28th Nov., General.—Nippon Yusen Kaisha.

DAFNE, German str., 1,254, E. Schipper, 4th Jan.—Vladivostok 22nd Dec. and Chetsof 31st, General.—Hammann & Arnke Linie.

DEBAY, Norwegian str., 1,102, J. Bing, 3rd January—Swatow 2nd January, Rice.—Agard, Thorsen & Co.

ELISABETH RICKMERS, German str., 997, W. Bofebuhr, 20th Dec.—Bangkok 13th Dec., Rice.—Butterfield & Swire.

EMPEROR OF CHINA, British str., 3,046, R. Archibald, 14th Dec.—Vancouver 27th Nov., Mails and General.—C.P.R. Co.

FOOKHANG, British str., 1,987, W. P. Sawyer, 5th Jan.—Calcutta 18th Dec., Coal.—Jardine, Matheson & Co.

HALVARD, Norwegian str., 1,066, C. Anderson, 3rd Jan.—Chinkiang 29th Dec., General.—Chinese.

HANGCHOW, British str., 999, Mawley, 2nd January—Swatow 1st January, General.—Butterfield & Swire.

HANOL, French str., 729, S. Markos, 5th Jan.—Haiphong 1st January and Hanoi 4th General.—A. R. Marty.

HIKOSAN MARU, Japanese str., 2,382, I. Fukui, 28th December—Moji 23rd Dec., Coal.—Mitsui Bussan Kaisha.

HILARY, German str., 1,276, H. Uecker, 2nd January—Saigon 25th December, Rice.—Sauder, Wieler & Co.

HUICHOW, British str., 1,217, A. Forth, 11th December—Tientsin 4th Dec., General.—Butterfield & Swire.

JOHANN, German str., 952, Iphand, 27th Dec.—Haiphong 25th Dec., Rice.—Johson & Co.

KIAMOON, Chinese str., 1,222, Durno, 2nd January—Chinkiang 28th Dec., General.—Chinese.

KINA, Danish str., 2,756, H. P. Berg, 6th Jan.—Amoy 1st Jan., General.—Olden & Co.

KURICHOW, British str., 1,215, G. Hooker, 10th December—Tientsin 1st Dec. and Chetsof 5th, General.—Butterfield & Swire.

KUTANG, British str., 3,116, Bradley, 3rd Jan.—Calcutta and Singapore 25th Dec., General.—Jardine, Matheson & Co.

KWONGSANG, British str., 1,428, W. E. Baker, 2nd Jan.—Shanghai 29th Dec. and Swatow 1st Jan., General.—Jardine, Matheson & Co.

LAERTES, British str., 1,340, Jackson, 2nd Jan.—Saigon 29th December, Rice and General.—Chinese.

LISA, Swedish str., 908, H. Hovind, 16th December—Prolonging 3rd Dec., Sugar.—Sauder, Wieler & Co.

LONDON, Norwegian str., 757, C. Thurnholm, 5th January—Moji 30th December, Coal.—Order.

LOYAL, German str., 1,237, Fr. Natius, 21st November—Bangkok 9th Nov., Rice and General.—Sauder, Wieler & Co.

MACHIEF, German str., 995, R. Hollner, 2nd January—Bangkok 24th December, Rice and Wood.—Butterfield & Swire.

MADRIKKE RICKMERS, German str., 1,020, Siemens, 27th Dec.—Bangkok 15th Dec., General.—Butterfield & Swire.

MATHILDE, German str., 831, N. Schenck, 31st Dec.—Haiphong and Hanoi 29th Dec., Coal and Pina.—Johson & Co.

MONTEAGLE, British str., 3,933, S. Robinson, 14th Sept.—Vancouver 20th Aug., Flour, Lard and General.—C. P. R. Co.

NANSHAN, British str., 1,239, Allan Jones, 1st January—Saigon 24th Dec., Rice and General.—Bradley & Co.

NEWELL, British str., 2,463, Wm. Frazer, 6th January—Banbury (W.A.) 19th Dec., Timber.—Order.

PAKAT, German str., 1,300, H. Dams, 4th Jan.—Bangkok 23rd Dec. and Swatow 3rd Jan., Rice.—Norddeutscher Lloyd.

PAOTING, British str., 1,076, J. Coran, 29th Dec.—Swatow 28th Dec., Ballast.—Butterfield & Swire.

POLUX, Norwegian str., 780, H. E. H. Jones, 30th Dec.—Wakamatsu 23rd Dec., Coal.—Agard, Thorsen & Co.

PRINZ WALDEMAR, German str., 1,736, C. Vollemas, 18th Sept.—Kobe 12th Sept., General.—Molichers & Co.

RAJAHURI, German str., 1,189, O. Koch, 5th January—Bangkok 25th Dec., General.—Molichers & Co.

SANTA, German str., 992, Kraft, 9th Dec.—Saigon 3rd Dec., Rice.—Siemens & Co.

SHANGHAI, British steamer, 1,000, J. H. Scott, 6th December—Saigon 1st Dec., Rice, &c.—Chinese.

SIBERIA, American str., 5,655, A. Zander, 5th January—San Francisco 7th Dec., Mails and General.—P. M. S. Co.

SINAI, German str., 907, G. Schlicker, 5th January—Singapore 25th Dec., General.—Johson & Co.

## SHIPPING.

## ARRIVALS.

AMIGO, German str., 322, Baltzen, 6th Jan.  
 — Pakhoi 4th January and Hoihow 5th  
 — Pige and General — Johnson & Co.  
 CHANGCHOW, British str., 1,233, J. W. Walker,  
 7th Jan. — Saigon 31st Dec. — General —  
 Butterfield & Swire.  
 HITACHI, Mar. str., 4,715, Wm. Townsend,  
 7th Jan. — Yokohama 28th Dec. and  
 Shanghai 4th Jan. — General — Nippon  
 Yusen Kaisha.  
 ISCHIA, Italian str., 4,132, Dodero Giuseppe,  
 7th Jan. — Bombay 17th Dec. — General —  
 Carlowitz & Co.  
 JABA, British str., 2,631, S. Barclay, 8th Jan.  
 — London 24th Nov. and Singapore 29th  
 Dec. — General — P. & O. S. N. Co.  
 KIKUKIANG, British str., 1,257, Wavell, 7th  
 January — Shanghai 3rd January, General —  
 Butterfield & Swire.  
 LOONGSANG, British str., 1,492, A. G. Smith,  
 7th Jan. — Manila 4th Jan. — General —  
 Jardine, Matheson & Co.  
 OCEANIC, French str., 4,250, Magnan, 7th  
 Jan. — Marseilles and Saigon 4th January,  
 Mails & General — Messageries Maritimes.  
 SILEZIA, German str., 1,138, T. Balle, 7th Jan.  
 — Hamburg and Singapore 30th December,  
 General — Hamburg-Amerika Linie.  
 SUNOKIANG, British str., 897, G. H. Pennie,  
 7th Jan. — Cebu 3rd Jan. — General —  
 Butterfield & Swire.  
 YARRA, French str., 7,190, Sallier, 8th Jan.  
 — Yokohama 29th Dec. — Mails and General —  
 Messageries Maritimes.

## CLEANANCES.

AT THE HARBOR MASTER'S OFFICE  
 Jan. 7th.  
 Alcinous, British str., for Shanghai.  
 Hani, French str., for Haiphong.  
 Jara, British str., for Yokohama.  
 Kikukiang, British str., for Canton.  
 Yarra, French str., for Europe.

## DEPARTURES.

Jan. 7th.  
 CHANGCHOW, British str., for Australia.  
 CHIKIANG, British str., for Hongkong.  
 DAKOTA, British str., for Seattle.  
 MEMNON, British str., for Kobe.

## VESSELS IN DOCK.

Jan. 7th.  
 AREDEEN DOCKS —  
 Kowloon Dock — *Suroong Montong*,  
*Hongkong*, *France*, U.S.S. *Palmador*, *Trichon*,  
*Z. Y. de Alton*, *Amsterdam*, *Paris*, *Prinz Wal-*  
*demar*, H.M.S. *Feng*, *Chipping*, *Tartar*.  
 COSMOPOLITAN DOCKS — *Petrarch*, *Made-*  
*leine Rickmers*, *Nagle Leaf*.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
 STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-  
 TRALIA, INDIA, ADEN, EGYPT,  
 MEDITERRANEAN PORTS.  
 PLYMOUTH AND LONDON.  
 THROUGH BILLS OF LADING ISSUED FOR  
 BATAVIA, PERSIAN GULF, CONTINENTAL  
 AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"SIMLA,"  
 Captain C. D. Goldsmith, carrying H.  
 Majors' Mails, will be despatched from this  
 to Bombay on SATURDAY, the 12th January  
 at Noon, taking passengers and cargo for the  
 above ports in connection with the Company's  
 steamer "CHINA," 8,000 tons, from Colombo.  
 Passengers' accommodation in which vessel is  
 secured before departure from Hongkong.  
 Silk and Valuable all cargo for France, and  
 Tea for London (under arrangement) will be  
 transhipped at Colombo into the mail steamer  
 proceeding direct to Marseilles and London;  
 other cargo for London, &c., will be conveyed  
 from Bombay by the R.M.S. "OCEANA," due  
 in London on 21st February, 1907.  
 Passengers will be received at this Office until  
 4 p.m. the day before sailing. The contents  
 and values of all packages are required.  
 For further particulars apply to  
 E. A. HEWITT,  
 Superintendent,  
 Hongkong, 31st December, 1906. [1]

## NAVIGAZIONE GENERALE

ITALIANA.  
 (Florio and Rinaldo United Companies.)

STEAM FOR BOMBAY VIA SINGA-  
 PORE AND PENANG.  
 Having connection with Company's Mail  
 Steamers to Aden, Suez, Port Said,  
 Messina, Naples, Leghorn and Genoa,  
 also Venice and Trieste, all MEDITER-  
 RANIAN, AEGAEAN, LEVANTINE and  
 SOUTH AMERICAN PORTS up to CALLAO.  
 (Taking Cargo at through rates to Persian  
 Gulf and England, also BANGKOK,  
 VALPARAISO, ALICANTE, ALMERIA and  
 MALAGA.)

## THE Steamship

"ISCHIA,"  
 Captain Dodero, will be despatched as above  
 on SATURDAY, the 12th Jan., at Noon.  
 At Bombay the Steamer is discharging in  
 Victoria Dock.  
 For further particulars regarding Freight  
 and Passage, apply to  
 CARLOWITZ & Co.,  
 Agents,  
 Hongkong, 31st December, 1906. [4]

EASTERN AND AUSTRALIAN STEAM  
 SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 (Calling at TROON, PORT DARWIN and  
 QUEENSLAND PORTS, and taking through  
 Cargo to ADELAIDE, NEW ZEALAND,  
 TASMANIA, &c.)

## THE Steamship

"EMPIRE,"  
 Captain Helms, will be despatched as above  
 on SATURDAY, the 26th inst., at Noon.  
 This well-known Steamer is specially fitted  
 for Passengers, and has a Refrigerating Cham-  
 ber, which ensures the supply of Fresh Provi-  
 sions, tea, &c., throughout the voyage.  
 The Steamer is installed throughout with  
 the Electric Light.  
 A Stewardess and a daily qualified Surgeon  
 are carried.  
 N.B.—To assure the additional comfort of  
 passengers the steamers of the Company have  
 electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & Co.,  
 Agents,  
 Hongkong, 7th January, 1907. 163

## ON SALE

BOUND VOLUMES of the HONGKONG  
 WEEKLY PRESS, January to June  
 1906. With Index. Price \$7.50.  
 On sale at the Hongkong Daily Press Office  
 Hongkong 27th July, 1906

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked  
 "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## NOTATIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL	SIMLA	Brit. str.	—	C. D. Goldsmith	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & ANTWERP via SINGAPORE, &c.	NUBIA	Brit. str.	—	F. J. Fox	P. & O. S. N. Co.	About 16th inst.
MARSEILLES, &c. via PORTS OF CALL	YARE	Frontier	—	Sallier	MESSAGERIES MARITIMES	To-day, at 1 p.m.
MARSEILLES & HAMBURG via PORTS	AMERICA	Ger. str.	k. w.	Schwinghammer	HAMBURG-AMERIKA LINIE	On 15th inst.
BREMEN, via PORTS OF CALL	SEYDLITZ	Ger. str.	—	C. Dowers	MELCHERS & Co.	On 16th inst., at Noon.
HAMBURG via PORTS	SAMBIA	Ger. str.	k. w.	Malchow	HAMBURG-AMERIKA LINIE	On 16th Feb.
HAVRE & HAMBURG via STRAITS, &c.	SPEZIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 25th inst.
COPENHAGEN & RUSSIAN, SCANDINAVIAN PORTS	SAXONIA	Ger. str.	k. w.	—	MELCHERS & Co.	About Middle of Jan.
NAPLES, PLYMOUTH, HAVRE, BREMEN & H'BURG	CAMBODIA	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 11th inst.
TRIESTE, &c. via SINGAPORE, &c.	HOENSTAUFEN	Ger. str.	k. w.	Balle	HAMBURG-AMERIKA LINIE	On 8th Feb.
NEW YORK	SILESIA	Aus. str.	—	Daminovich	SANDER, WIELER & Co.	About 31st inst.
NEW YORK	NUBIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 23rd inst.
VANCOUVER via SHANGHAI JAPAN, &c.	SATSUMA	Brit. str.	—	—	DODWELL & Co., Ltd.	About 19th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	TARTAR	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	To-morrow, at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	EMPEROR OF CHINA	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 17th inst., at 4 p.m.
SOUTH AMERICAN PORTS via JAPAN	LYRA	Am. str.	—	W. C. T. S. Filmer	TOTO KISEN KAISHA	In April.
AUSTRALIAN PORTS via MANILA	KASATO MARU	Jap. str.	1 m.	—	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
AUSTRALIAN PORTS via MANILA	CHINGTO	Brit. str.	—	Helms	GIBB, LIVINGSTON & Co.	On 25th inst., at Noon.
VLADIVOSTOCK DIRECT	EMPIRE	Brit. str.	—	—	MELCHERS & Co.	On 1st Feb., at Noon.
YOKOHAMA & KOBE	MANILA	Ger. str.	—	Mission	MELCHERS & Co.	Quick despatch.
YOKOHAMA & KOBE	KITA	Dan. str.	—	—	BUTTERFIELD & SWIRE	On 19th inst., at 4 p.m.
YOKOHAMA & KOBE	TAIYUAN	Brit. str.	1 m.	L. Dawson	MELCHERS & Co.	About 23rd inst.
YOKOHAMA & KOBE	SHIBURI	Dan. str.	—	—	—	Quick despatch.
TSINGTAO, NAGASAKI & VLADIVOSTOCK	TSINGTAO	Brit. str.	k. w.	E. Schipper	HAMBURG-AMERIKA LINIE	To-morrow.
SHANGHAI via SWATOW	DARBY	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co.	To-morrow, at Daylight.
SHANGHAI via SWATOW, AMOY & FOOCHOW	KWONGSANG	Brit. str.	—	M. Namoto	OSAKA SHOSEN KAISHA	To-morrow, at 3 a.m.
SHANGHAI, KOBE & YOKOHAMA	SHOSHU MARU	Jap. str.	—	Balle	HAMBURG-AMERIKA LINIE	To-morrow.
SHANGHAI, KOBE & YOKOHAMA	SILESIA	Ger. str.	k. w.	—	P. & O. S. N. Co.	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	SAMBIA	Ger. str.	k. w.	—	MELCHERS & Co.	About 19th inst.
SHANGHAI, KOBE & YOKOHAMA	ARCADIA	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 16th inst.
SHANGHAI, KOBE & YOKOHAMA	ENRIENAU	Ger. str.	—	—	MELCHERS & Co.	About 20th inst.
SHANGHAI, KOBE & YOKOHAMA	NYANJA	Brit. str.	1 m.	H. S. Bradshaw	BUTTERFIELD & SWIRE	On 11th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	KITURANG	Brit. str.	1 m.	J. Miller	BUTTERFIELD & SWIRE	On 12th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	SUNGKAIANG	Brit. str.	1 m.	Monkman	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	TIENTSIN	Brit. str.	1 m.	Sommerville	BUTTERFIELD & SWIRE	To-day, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	TEAN	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & Co.	On 11th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	R. Almond	SHAWAN, TOMES & Co.	On 12th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	RUBI	Brit. str.	—	R. Rodger	JARDINE, MATHESON & Co.	On 10th inst., at 3 p.m.
SHANGHAI, KOBE & YOKOHAMA	ZAPIDU	Brit. str.	—	V. E. Sawyer	JARDINE, MATHESON & Co.	On 12th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	FOOBANG	Brit. str.	—	Bradley	CARLOWITZ & Co.	About 17th inst.
SINGAPORE, PENANG & CALCUTTA	KUISANG	Brit. str.	—	Dodero	—	—
SINGAPORE, PENANG & CALCUTTA	ISCHIA	Ital. str.	—	Pauder	JAVA-CHINA JAPAN LINE	—
BATAVIA, CHERIBON, SAMARANG, &c.	TSIPANAS	Dut. str.	—	—	—	—

## INDO-CHINA STEAM NAVIGATION CO., LIMITED.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR SHANGHAI via SWATOW — "KWONGSANG" Wed., 9th Jan., daylight.  
 • SINGAPORE, PENANG & CALCUTTA — "POCKSANG" Thursday, 10th Jan., 3 p.m.  
 • MANILA — "LOONGSANG" Friday, 11th Jan., 4 p.m.  
 • SINGAPORE, PENANG & CALCUTTA — "KUTSANG" Saturday, 12th Jan., 3 p.m.

\* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

+ Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (via Chingwan-tao) and Yangtze Ports.

For Freight or Passage, apply to JARDINE, MATHESON & CO., GENERAL MANAGERS. [18]

Hongkong, 8th January, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUM	2540	R. Almond	Manila	On 12th Jan. Noon.
ZAPIDU	2540	R. Rodger	Manila	On 19th Jan. Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS. [15]

Hongkong, 7th January, 1907.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS. [16]

Hongkong, 13th November, 1906.

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG & VLADIVOSTOCK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
VLADIVOSTOCK DIRECT	"KINA"	About 3rd Jan.
YOKOHAMA and KOBE	"SIBIRIEN"	About 26th Jan.
COPENHAGEN and RUSSIAN	"CAMBODIA"	About Middle of Jan.
SCANDINAVIAN and GERMAN	"KINA"	About Beginning of Feb.
BALTIC PORTS		

For Further Particulars, apply to MELOHERS & CO., AGENTS. [9]

Hongkong, 29th December, 1906.

## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

BY the new steamers, "HUBENIA," "HABSBURG" and "HOENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply and fitted with fans. Laundry on Board. Doctor and Stewardesses carried.

These steamers call at PLYMOUTH and NAPLES. In addition to these boats, the steamers "SCANDIA" and "SILESIA" carry first-class passengers.

Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA (TSINGTAO, CHEFOO and TIENTSIN via SHANGHAI.)

SILESIA	Capt. Balle	9th January
SCANDIA	Capt. v. Doehren	1st February
HABSBURG	Capt. Filler	8th March

## NEXT SAILINGS HOMEWARD.

PENANG, COLUMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE and HAMBURG.

HOENSTAUFEN	Capt. Jaeger	11th January
SILESIA	Capt. Balle	8th February
SCANDIA	Capt. v. Doehren	22nd March
HABSBURG	Capt. Filler	5th April

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

SILESIA	FOR SHANGHAI, KOBE & YOKOHAMA	9th January
SAMBIA	FOR SHANGHAI, KOBE & YOKOHAMA	10th January
SAXONIA	FOR SHANGHAI, KOBE & YOKOHAMA	15th January
HELLAS	FOR SHANGHAI, KOBE & YOKOHAMA	26th January

NEXT SAILINGS HOMEWARD.

via STRAITS, COLUMBO and ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, JESBON, ORENDO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the Baltic, Black Sea and Baltic Ports, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

\* HOENSTAUFEN, NAPLES, PLYMOUTH, HAVRE, BREMEN & H'BURG 11th Jan.

AMERICA	FOR MARSEILLES & HAMBURG via PORTS	15th January
SPEZIA	FOR HAVRE & HAMBURG	25th January
* SILESIA	FOR NAPLES, HAVRE & HAMBURG	8th February
SAMBIA	FOR HAVRE & HAMBURG	10th February
SAXONIA	FOR HAVRE & HAMBURG	22nd February
NUBIA	FOR NEW YORK	23rd January

## COAST SERVICE.

DAPHNE ... FOR TSINGTAO, NAGASAKI & VLADIVOSTOCK 9th January 12

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

via

MOJI, KOBE AND YOKOHAMA.

Steamers Tons Captain Sailing Date

LYRA	4,417	H. C. Armstrong	On 12th January.
SHAWMUT	9,606	E. V. Roberts	On 5th February.
TRENTON	9,606	T. W. Garlick	On 26th February.

! Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw a.s. "SHAWMUT" and "TRENTON" are fitted with very Superior accommodation for First and Second Class Passengers. The large size of these vessels enables them to load and discharge cargo at any wharf. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS. [7]

QUEEN'S BUILDINGS, Hongkong, 5th January, 1907.

## VESSELS ON THE BERTH

## COMPAGNIE DES MESSAGERIES MARITIMES.

## FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN and BLACK SEA PORTS.

THE Steamship

"YARRA,"

Captain Sallier, will be despatched for MARSEILLES, on TUESDAY, the 8th January, at 1 p.m.

This Steamer connects at Colombo with the Australian line a.s. *Ville de la Ciotat*, bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "SALAZIE" ... 22nd Jan.

S.S. "OCEANIAN" ... 5th Feb.

S.S. "TOURANE" ... 19th Feb.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th December, 1906. [2]

## REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST.)

PROPOSED SAILINGS FROM H



